

LAST EDITION.

SAVED HIS OWN SHIP.

The Trave's First Mate Ran Her Into the Taylor Full Speed.

Story of the Collision by a "World" Man on Board.

Opinions of Seagoing Experts In-corse the Trave's Course.

THE PUBLICATION IN THE WORLD this morning of the details of the collision between the North German Lloyd steamship Trave and the ship Frederick B. Taylor, as written by a World reporter who was a passenger on the Trave, furnished New York readers the first complete account of the collision and the circumstances attending it.

The fact that the steamship's first officer deliberately ran the Trave into the Taylor at full speed, claiming that if he had reduced speed the Taylor would have become tangled in the wreck has raised a technical question of supreme importance to mariners and of great interest to landmen.

The Trave, according to the correspondent, was a few minutes before the collision, running at full speed in a slight curve to the right. Beyond was sunshine and further on a heavy bank of fog, hidden in which was the Taylor, which had been toasting about almost in the same spot for nearly two days.

First Officer W. Meisel was in charge of the bridge on the Trave. The big steamship forging ahead at the rate of 18 knots an hour, passed from the light fog to the sunshine, and was about to plunge into the dense fog bank when Officer Meisel saw ahead the shadow of the ship Taylor, larger in bulk than the Trave herself, but not nearly so strongly built. The vessels were not more than ten seconds apart. On board the Trave were 500 passengers, sleeping in their berths. The crew of the Taylor was in the engine room, and the collision was inevitable. To reverse the engines meant only a slackening of the speed that would not save the Taylor and might result in the Trave being stopped in the wreckage, which would mean disaster to both vessels. The course of the ship could not be turned enough to avoid collision so Meisel claims, and he therefore headed the Trave's prow directly towards the Taylor and cut her through and through.

The bow and fore and main masts of the Taylor floated on the port side, and a small section of the ship's stern drifted off to starboard.

The crew of the ill-fated ship was picked up as has already been told. The Captain of each vessel blames the other for not blowing fog horns.

"Do I think that Officer Meisel's judgment was correct?" repeated Capt. John A. Taylor, one of the best known seamen of the Maritime Exchange, to a World reporter who reported this morning: "I could not say, without having been on the ship. It is a principle among seamen that if an obstacle cannot be avoided and there is any possibility of cutting through it, to go ahead at full speed and turn the bow towards the weakest point. An awkward woodman might have done it, but it is a principle that is true; but with regard to the collision of the Trave and Taylor, I have no opinion to express until all the circumstances are known."

Agent McMillan of the Lloyd line (not the German-Lloyd line), held the same view as expressed by Capt. Taylor. "I was on board the steamer Nite when just as an accident as the collision of the Trave and Taylor occurred. The officer of the Nite was one of those fellows who always knows what to do in an emergency, and when he saw that a collision was unavoidable, he signalled for a full head of steam and cut through a large hole in the Taylor's side. If we had been going slowly the Nite might have been stopped in the wreck and the chances are that before she could have got loose from the wreckage the Taylor would have damaged the sides of the Nite."

"The same principle applies on railroads. A fast-running train will go over a weak bridge, where a slow train would fall through it. It is also true that in a collision on railroads the train that is standing still or going slowly is always the one telescoped by the colliding train, and the passengers on the latter usually escape. In the collision of the Trave and Taylor it was a question of saving 500 lives at the risk of twenty or endangering the 500 by reducing the speed of the Trave in the hope of preventing collision."

"By the course adopted by Officer Meisel only two men were lost, but if a man had been lost in judgment had been on watch, he might have been 522 lost."

William A. Schmitt, Manager of the German Lloyd steamship line, was just passing Taylor's cable ship London when he saw this morning. He said it was the first report he

detail he had seen, and he was satisfied from reading it that Officer Meisel had exercised unusually good judgment.

"Mr. Meisel," he said, "is about forty years old, and has been in the employ of the company about twenty years. For fifteen years he has been a first officer, and ranks as the next man in the company's service to be appointed captain."

"I have all the confidence possible in his judgment," said Mr. Schmitt, "and I have not the slightest doubt he would do the right thing in any emergency."

"If he cut into the Taylor at full speed it was because it was necessary to do so for the safety of the Trave and her passengers."

"The World report states there was not a heavy fog, except in the bank in which the Taylor lay. I will not believe that the officer of the Trave was carelessly running at full speed in fog until further details become known."

Mr. Hinton, of Bond & Hinton, agents for the Taylor, was inclined to believe that first officer Meisel had acted wisely in running at full speed when he saw that the collision could not be avoided.

"I would rather not talk about it," he added, "until I hear from Capt. Harbert, but from what the World's report I am almost convinced that no one was to blame."

"The question in dispute between the two captains as to whether either had blown the fog-horns must be settled later."

The question of momentum is taken into consideration by every railroad engineer. On the New York Central, about twelve years ago, an engineer of a passenger train, seeing that a collision with a freight train was inevitable, pulled over the freight and brought his train to such a high rate of speed that the engine and several cars of the freight train were demolished, while the passenger coaches of the colliding train were only slightly injured and no person was hurt.

A disastrous wreck on the Baltimore and Potomac Railroad was avoided in the same way a few years ago by the engineer of a train on which ex-President Hayes was a passenger, going to his home at Fremont, O., after Cleveland's inauguration. The engineer, seeing of mind, in changing into the colliding train, so placed Mr. Hayes that he presented him with a gold watch.

The same principle is adopted by engineers when it is seen to be impossible to avoid running into boulders or landslides.

IRELAND'S LIVELY CAMPAIGN.

Parnellites and Anti-Parnellites Still at Their Biting Game.

(BY ASSOCIATED PRESS.)

DUBLIN, July 1.—During a street row in Cork last night, arising from the burning in embers of Timothy Healy and William O'Brien, a Parnellite was stabbed.

An anti-Parnellite meeting was held in Ballina, County Mayo, today. Among the speakers were John Dillon and Mr. Daniel Crilly, who, on their way to the meeting, were pelted with rotten eggs, cabbages and stones.

The Parnellites seized the horses attached to the anti-Parnellites' wagon and took them away.

Mr. Dillon was guarded while speaking by a number of stalwart constables, while others kept watch upon the audience to prevent disturbances.

A meeting of the Drogheda Guardians was held today resulted in a prolonged stand-up fight with fists between the Parnellites and anti-Parnellites.

THE CHURCH AND FRANCE.

Letter from the Pope Regarding Religious Interests in Politics.

(BY ASSOCIATED PRESS.)

PETER, July 1.—The Pope has written a letter to the Bishop of Grano regarding the relations between the Church and the State or France.

The Vatican, he says, does not seek to enter politics, but when politics are bound up with religious interests, as in France, if anybody is entrusted with a mission to determine the attitude of the Church it is the Supreme Pontiff.

The Pope further says he hopes the masses will learn to appreciate that the Church is not a party, but a power, and that by appealing for the co-operation of all honest men in the task of overcoming sectarian persecution, which is compassing the religious and moral ruin of France. The nation will then recognize its true friends, and society, transformed, will bow to the will of God.

THE FEVER EPIDEMIC IN LONDON GROWING MORE SERIOUS.

(BY ASSOCIATED PRESS.)

LONDON, July 1.—The fever epidemic in London is growing more serious. Throughout the day yesterday reports of fresh cases came in from all districts. The fever is now spreading to the north of the city, and is now in the sixth day of its progress. There are today in the city of the public hospitals 2,430 patients suffering with the scarlet fever. Most of the patients are children. Some inconvenience is met with in treating this influx of patients owing to the scarcity of nurses.

LORD RANDOLPH CHURCHILL RE-ELECTED WITHOUT OPPOSITION.

(BY ASSOCIATED PRESS.)

LONDON, July 1.—The first election under the new writs for a member of Queen Victoria's thirtieth Parliament, was held today at South Paddington. Lord Randolph Churchill (conservative), the former lieutenant of the seat, was returned without opposition.

FOR BRENNAN'S PLUM TREE.

He Resigns Street-Cleaning Officials at Raised Salaries.

Commissioner Brennan today reappointed J. P. Birmingham, Assistant Superintendent of the Street-Cleaning Department. Under the new law Mr. Birmingham will receive a salary of \$2,500, an increase of \$500.

Mr. Birmingham was appointed Assistant Superintendent of Streets at a salary of \$2,000, an increase of \$200.

DEAD IN AN L TRAIN.

An Unknown Man's Sudden End on a Third Avenue Car.

An unknown man, apparently sixty-five years old, with iron gray hair and mustache, dropped dead in a Third Avenue elevated railroad train between City Hall and Chatham Square, shortly before 1 o'clock this morning.

Tracy Comes on the Dolphin. It's a Tragic Story.

She Is Now the Navy Department's Yacht.

Politicians Stirred Up by Cabinet Officers' Frequent Visits.

Secretary Benjamin F. Tracy, of the Navy Department, arrived in this port this morning from Washington on board the United States cruiser Dolphin, the successor of the wrecked steamship Despatch as the Navy Department yacht.

The Dolphin is under orders to participate in the Fourth of July celebration at Cape May, N. J., and the little craft will probably sail for that port to-morrow.

Coroner's inquest was invested today to inquire into the circumstances of the sailing of Max Clerget, the confessed assassin of Little Sarah Devlin, by her underwriter and nautician brother, Eddie Devlin, in Judge Martine's court-room on Monday.

How Eddie Devlin Shot Down Max Clerget in the Court-Room.

Eye-Witnesses Repeat It Before the Coroner's Jury To-Day.

The Poor Half-Witted Avenger Takes Little Interest.

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THE DOG.

UNITED STATES DESPATCH BOAT DOLPHIN.

The Dolphin is a steel vessel and was built by John H. Beach at the Chester, Pa., yard under the Administration of President Arthur, and was launched in the latter part of 1884. She was first assigned to the North Atlantic Squadron, and in January, 1885, she was sent to the Mediterranean Sea, where she remained until September, 1889, having made a most successful voyage in many ports. She proved to be especially seaworthy in heavy weather.

Her officers were very enthusiastic over her staunchness and steadiness in a heavy sea. She has especially commendable cabin accommodations and is well suited for the purposes of the Secretary's use. This is her first voyage since in this port, where she was assigned to take the place of the Despatch.

Secretary Tracy having been in this city only last week, and Secretary Fish, of the Navy Department, having been here long ago, a part of the present week, the Dolphin is expected to give a most interesting account of her voyage to the Mediterranean Sea, and of the various adventures which she has encountered.

Mr. William Dwyer, daughter of Secretary Tracy, is said to be on board the Dolphin, and she is expected to give a most interesting account of her voyage to the Mediterranean Sea, and of the various adventures which she has encountered.

Secretary Tracy is expected to meet her this afternoon, and will see her off when the steamer sails to-morrow.

Secretary Tracy has engaged to deliver an address at the Fourth of July celebration at Woodstock, Conn.

FOUR MORE SENT TO PRISON.

Another Quartet of Jersey City's Ballot-Box Stuffers.

Jacob Moschell, James Hart, Thomas Fallon and John J. Miller, who were misbehaving when their fellow-convinced ballot-box stuffers went to prison from Jersey City last Tuesday, appeared in the Hudson County Court with Sheriff McPhillips at 11:15 A. M. today.

Judge Lippincott told the sheriff that he must take them from the court room to State prison, and added that he was not to take notice of any remedial measure for them on the way. If they have a remedy they can exercise it in State prison.

The Judge had reference to the habeas corpus proceedings begun by Lawyer Charles Peshall in the United States court at Trenton yesterday.

Judge Lippincott said that it would not be necessary to engage counsel to take the prisoners to the depot. The first street-car would do.

Lawyer Peshall served the papers which he obtained from the court yesterday at Trenton on Sheriff McPhillips this forenoon, but by advice of the Judge the Sheriff paid no attention to these papers.

Sheriff McPhillips and his deputies took the four prisoners to Trenton Prison on a train over the Pennsylvania road leaving at 12:30 P. M. today.

Joseph G. Mulrain and Thomas Duraney are still in jail, and are reported to have had James G. Cannon gave bail for Mulrain and Abram Post for Duraney, each in \$5,500. The bondsmen are awaiting trial.

CONTRACTOR BUTLER STRUCK.

Perhaps Fatally Injured in a Quarrel with Young Wolff.

(REUTERS TO THE EVENING WORLD.)

YONKERS, July 1.—Edward Butler, a well-known contractor and builder of Churches, is lying at his home in an extremely critical condition.

He was struck on the head with a piece of lead pipe last evening by Thomas W. Hoff, Jr., who is now in the State Prison, and his skull was fractured.

He is now suffering from concussion of the brain and is unable to see him. He can only possibly recover.

He has suffered from a severe headache, and is now in a very critical condition. He is now in a very critical condition.

More Doctors May Re-sign.

It was reported this morning that a meeting of physicians holding honorary places in the health department was to be held today to discuss the resignation of Dr. J. P. Birmingham, Assistant Superintendent of the Street-Cleaning Department. Under the new law Mr. Birmingham will receive a salary of \$2,500, an increase of \$500.

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OUTING GARMENTS.

Reduced to Half Their Price.

Tremendous variety of every description for men, boys and children. Vogel Brothers, of Broadway and Houston street 323 3rd Ave. and 32d St. *

ONE CARNEGIE MILL SIGNS. THEY YET CLING TO GRESHAM.

Hopes Now of a Settlement of the Great Iron Troubles.

Manufacturers Ask for Another Conference with the Association.

Senator Stewart Reported to Have Sent a Platform to Omaha.

(REUTERS TO THE EVENING WORLD.)

PITTSBURGH, July 1.—The news that Andrew Carnegie's upper mill, on Third-street, had signed the Amalgamated Association's scale received last night, has caused a brightening of the prospect for a settlement of the Homestead trouble.

H. C. Frick has full charge at this mill, the same as at Homestead.

Other good news of last night was that the firm front presented by the iron manufacturers and workers was broken at 10 o'clock by the manufacturers, who made a request for another conference with the scale committee of the Amalgamated Association.

The request was at once granted, and the conference, it was thought, would be held today. This action of the manufacturers is regarded as favorable to a settlement.

COLLIDED IN THE EAST RIVER.

The Ferry-Boat Baltic Has a Wheel Smashed.

The ferry-boat Baltic collided with the tugboat Oliver Baker in the East River at 9:10 o'clock this morning, carrying away the tug's after cable and wailing in her stern.

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SAYS CLARKSON WAS FOOLISH.

Senator Chandler Sharply Criticizes His Political Brother.

When asked today if he had said, as reported, that Gen. John S. Clarkson, of the Republican National Committee, thought he was making the President a candidate, Gen. Clarkson replied that he had said only that he had only made a fool of himself, Senator William E. Chandler, of New Hampshire.

"I don't think I employed exactly those words. I did say something that I am pretty sure, it is the function of a National Committee to run the campaign, not to try to nominate the President a candidate. Gen. Clarkson tried to make me say, I think the words. He failed, and was guilty of a foolish thing."

A MUD DAY IN CAMP.

Rain Impedes the Work of the Ninth Regiment.

(REUTERS TO THE EVENING WORLD.)

STATE CAMP, PENNSYLVANIA, July 1.—Heavy rain opened the last day of the Ninth Regiment's practical tour of duty in camp, but the mud later on as the rain ceased, began to impede work.

Capt. Butler is Officer of the Day and Lieut. Johnson is in command of the company.

The work has been a profitable one.

NO INVESTIGATION NEEDED.

The Charges Against Wasmaker Squelched by a House Sub-Committee.

(BY ASSOCIATED PRESS.)

WASHINGTON, July 1.—A sub-committee of the House Post-office Committee, to which was referred the charges made by Samuel Lease, of Philadelphia, against Postmaster-General Wasmaker in regard to the pneumatic tube service in Philadelphia has considered the charges and reached the conclusion that the charges are not sufficient to justify an investigation.

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Agreement of the Senate and House Co-Sponsors on the Measure.

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There were but two points left in dispute—the Senate amendments, providing for the betterment of the Lake Washington Canal.

The Senate amendments receded from both of them, with a proviso that a board of four army officers and three civilians be appointed to re-examine the boat railway project.

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